

**DC BALLPARK
COMMUNITY MEETING
INFORMATION PACKET**

**Public Meeting Agenda
November 1, 2005, 6:00 PM
at Southeastern University**

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|---|-------------------------------------|
| I. Introductions/Purpose | DCSEC |
| II. Project Overview <ul style="list-style-type: none">• Site Plan• Project Schedule | PM Team |
| III. Environmental Mitigation Study/Key Issues <ul style="list-style-type: none">• Economic Opportunities (Jobs, Businesses, Area Redevelopment)• Neighborhood Protection (Noise, Lighting)• Transportation Systems (Traffic, Parking, Metro)• Community Activities | EMS Team

DCSEC |
| IV. Community Feedback (Organized by Topic) <ul style="list-style-type: none">• Economics/Redevelopment• Noise/Light• Transportation/Parking/Metro• Other Issues/Concerns | EDAW |
| V. Conclusion/Next Steps | DCSEC |

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<u>Agenda Items</u>	<u>List of Speakers</u>
I. Introductions/Purpose	Allen Lew, CEO, DCSEC
II. Project Overview	Rob Busler, PM Team
III. Environmental Issues	Alan Harwood, EMS Team Lou Slade, Transportation Team Tony Robinson, DCSEC
IV. Community Feedback (Organized by Topic) Community	
V. Conclusion/Next Steps	DCSEC

PURPOSE OF THE MEETING

- This meeting is being held to address the development and operation of a new Ballpark in Southeast Washington, DC for the Washington Nationals.
- As the first of a series of opportunities for public input, the focus of this meeting will be the potential impacts of the ballpark before final decisions are made on its design.
- Now is a critical point in the process, as we begin to address the identified issues through ongoing efforts, including the architectural design of the ballpark, the transportation management plan, and specific mitigation measures.
- The DCSEC is here in the spirit of good will and we intend to be a good neighbor.

DC SPORTS AND ENTERTAINMENT COMMISSION

- DCSEC is the stadium authority for the District of Columbia (DCSEC operates RFK Stadium, the DC National Guard Armory, and related parking areas in Anacostia Park)
- DCSEC represents the District's interest in the proposed Ballpark project under the direction of the Mayor and subject to Council oversight
- DCSEC is assisted by a Program Management Team, an Architectural Design Team, and an Environmental/Transportation Team

PROJECT HISTORY

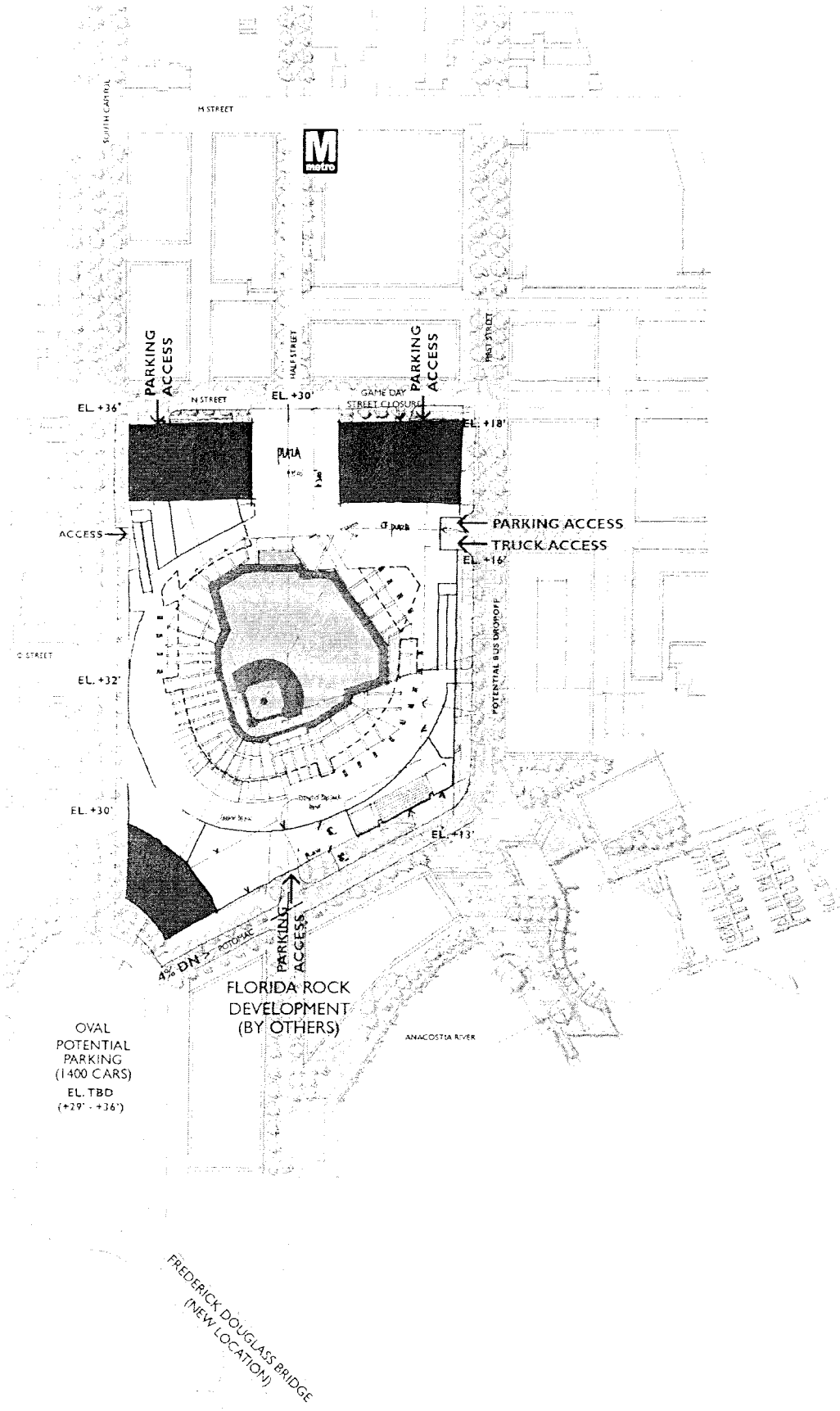
- 1971: Washington Senators move to Texas
- 2002: Evaluation of potential ballpark sites (site selection criteria, baseball planning)
- 2004: Site selected
- 2004: MLB decided to move the Expos from Montreal to the District
- 2005: RFK renovated as temporary stadium; Washington Nationals began play

PROJECT UPDATE

- To date, the following activities have been undertaken:
 - Selected the proposed site
 - Established a project budget
 - Determined the building program
- Since April DCSEC and its program management, design and environmental teams have been collaborating to:
 - Prepare plans for the ballpark
 - Identify community and environmental concerns
 - Mitigate identified issues
- Tasks that have not yet been completed include:
 - Architectural design of the ballpark
 - Definitive mitigation measures for identified impacts
 - Specific transportation management plans/ specific parking agreements

SITE PLAN

- The Ballpark site consists of approximately 18 acres
- The proposed capacity is 41,000 seats
- The Ballpark is being designed to:
 - fit within the urban grid
 - establish a consistent street wall along South Capitol Street, Potomac Avenue, and First Street
 - provide a gateway to the Near Southeast area
- The field will be oriented with the outfield opening to the north, a major pedestrian connection to the Navy Yard Metro station, and civic open space on the Anacostia River
- There are 4 facades, each activated through various uses, design treatments, and multiple entrances
- More than 40,000 sf of exterior retail space is proposed
- The Ballpark would not exceed 130 feet in height
- Materials are expected to consist of stone, concrete, and steel



EMS PROCESS

- Environmental Mitigation Study (EMS) is being prepared voluntarily
- EMS not required under federal or District regulations
- Purpose is to provide a comprehensive analysis of the proposed Ballpark
- EMS identifies and documents the natural and man-made environmental impacts associated with the project, including:
 - acquisition and consolidation of property,
 - demolition of structures, and
 - construction and operation of the proposed Ballpark.

- EMS has been prepared consistent with NEPA standards and methodologies
- Several meetings related to the ballpark project were held in the Spring (April and May) and Summer (June and July)

- Resource areas addressed include:
 - socio-economic resources
 - cultural resources
 - natural resources
 - urban systems
 - transportation systems
 - environmental health

- Key issues have been identified based on community scoping and feedback, and as resource areas have been studied:
 - Economic opportunities and redevelopment in the area
 - Protection of the existing neighborhoods, including noise and lighting concerns
 - Transportation issues, including traffic, parking, and transit concerns

ECONOMIC OPPORTUNITIES

Jobs/Revenues

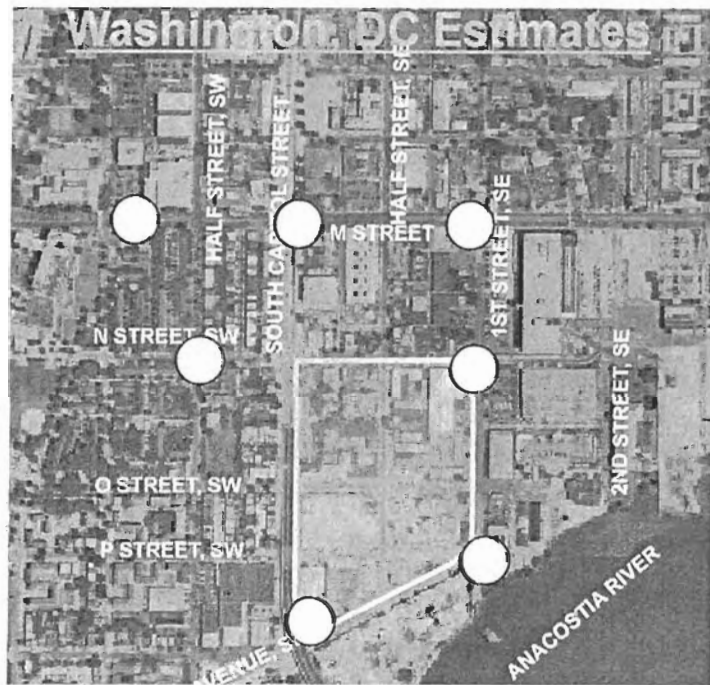
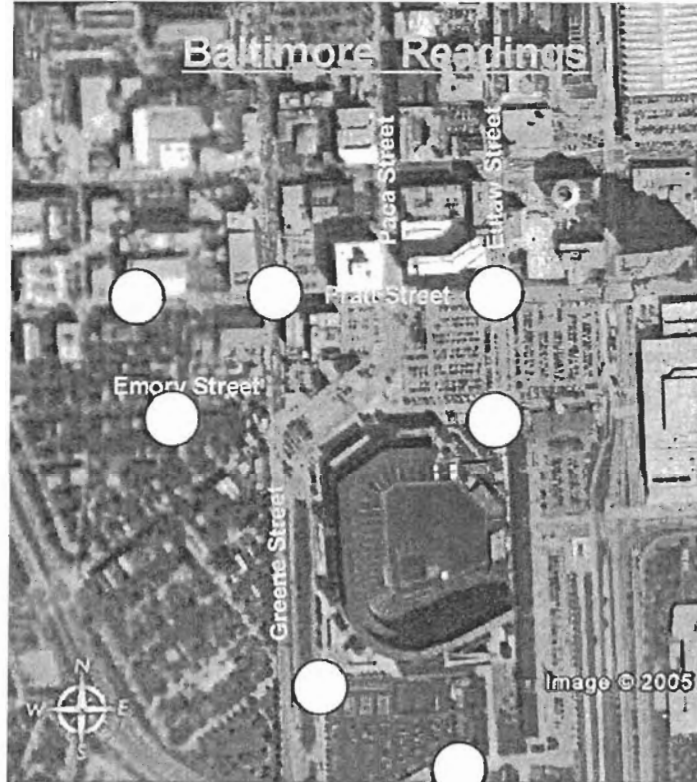
- Financial impacts from the new Ballpark include increased tax revenues from sales, hotel, personal income, food sales, automobile parking, and event admissions.
- DCSEC and DOES to encourage local hiring and provide job training opportunities
- Job Creation
 - 4,400 jobs during construction (2,800 construction, 1,600 materials manufacturing)
 - 360 full-time equivalent jobs annually (baseball players, managers, team administrative staff, concessions staff, catering, merchandising, and maintenance)
 - Annual taxable income: \$88 million (\$9.4 million to District residents)
 - \$810,000 in income tax revenues for the District
 - 98 District resident employees would generate another \$330,000 in revenue from property, sales and use, and motor vehicle tax revenues
- Direct Construction-Related Impacts
 - Construction would last over 3 years
 - \$147 million would be spent on building materials
 - \$103 million on payroll for construction workers
 - Approximately \$5.7 million overall tax benefit to the District
- Direct Operational Impacts
 - An estimated 160 industrial and service-oriented jobs on the site would be displaced
 - Efforts would be made to help relocate these jobs within the District
 - \$16.8 million in revenue would be collected from business franchise, sales and use taxes, and payroll taxes
 - Local spending (outside of the ballpark) would support 658 jobs (254 hotel jobs, 79 retail jobs, 157 restaurant jobs, 97 transportation jobs, and 71 parking jobs)

Redevelopment of Area

- The ballpark – an entertainment facility with retail components – would establish a new use and character for the site (currently warehouses, vacant lots, and unimproved areas)
- Redevelopment of the site would result in relocation of industrial and commercial uses
- Ballpark would displace 5 households (financially compensated at fair market value)
- Ballpark would contribute to and help accelerate the existing efforts to redevelop the M Street/South Capitol Street area for mixed-use, mixed-income development
- Ballpark could make the neighborhoods more attractive to home-buyers and renters (due to the new retail uses and services in the area and potential for improved security)
- New economic activity and services would benefit the surrounding communities through increased job opportunities and readily available retail services
- Additional properties: WMATA Bus Garage, WASA Pumping Station, Florida Rock

NEIGHBORHOOD PROTECTION

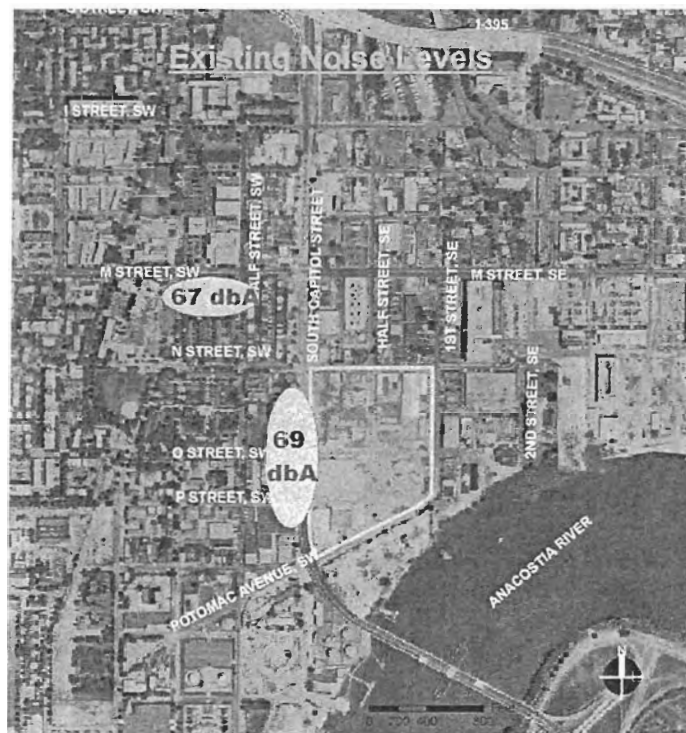
- Key neighborhood issues are noise and lighting levels
 - Noise and light measurements were taken at existing ballparks
 - Oriole Park at Camden Yards in Baltimore, MD
 - Coors Field in Denver, CO
 - RFK Stadium in Washington, DC
 - The urban context of Oriole Park has a number of similarities to proposed Ballpark:
 - adjacent major roadway to the west
 - lower density residential areas adjacent to and west of the roadway
 - commercial areas to the north and northeast
 - undeveloped areas to the south and southwest
 - Potential disturbances would be confined to the area south of M Street towards the river and east of South Capitol Street
- Improved perception of security in the area (site improvements, overall increase in pedestrian presence, traffic officers and security personnel)

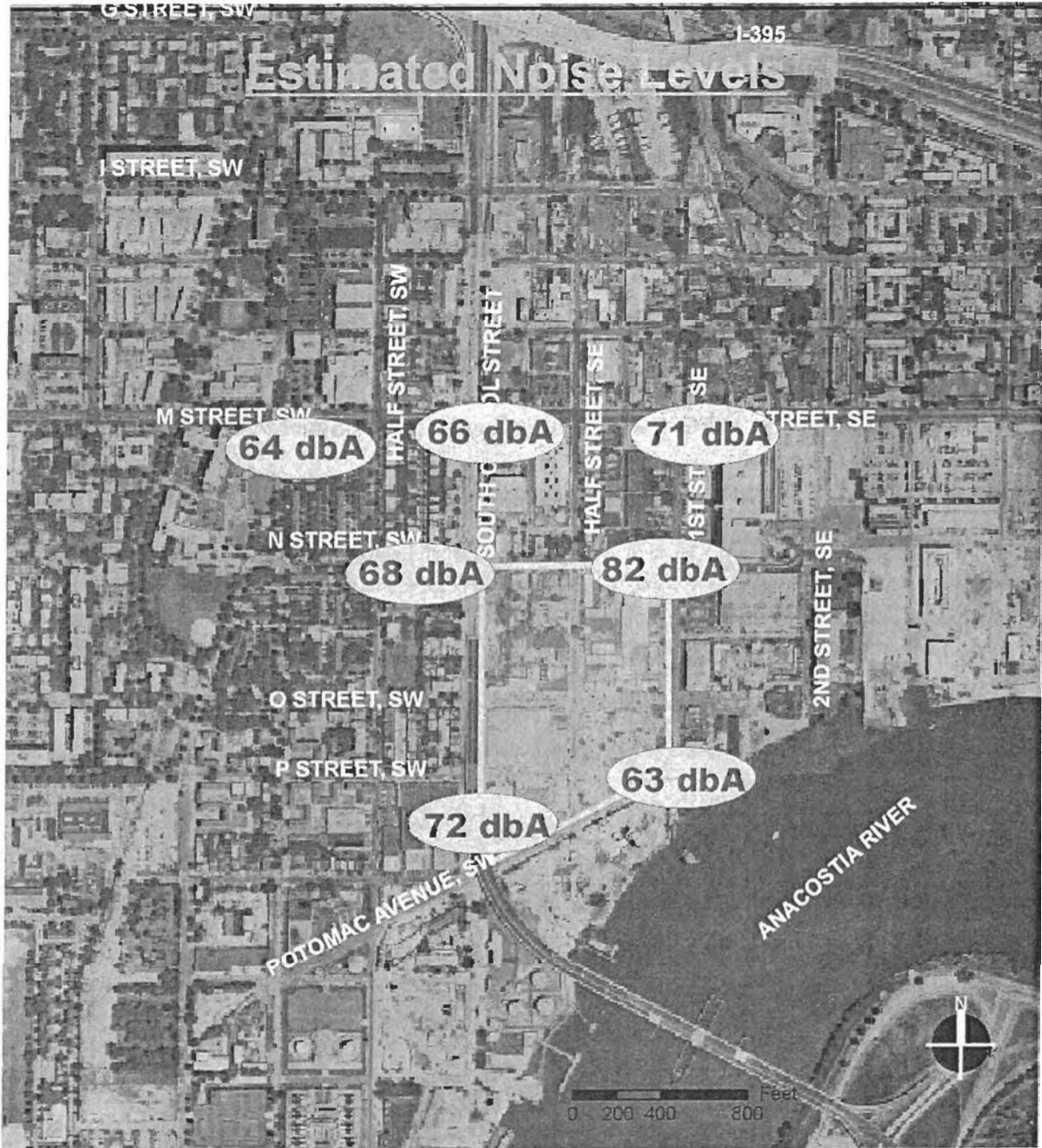


Data measuring points in Baltimore (top) were selected for consistency with area surrounding proposed ballpark in Washington, DC (bottom).

Noise Levels

- Noise follows line of sight and is reduced over distance
- Existing noise level in sensitive residential area (at First and M SW) is 67 decibels (dbA)
- Existing noise level along South Capitol Street (at N Street) is 69 dbA
- These noise levels are similar to small appliances – air conditioner or washing machine (but less than the typical television volume)
- Vehicle trips would remain primary noise source in area and Ballpark would not increase noise over existing levels in neighborhood or along South Capitol Street
- Event noise (crowd cheering, public address announcements and music) would be intermittent and slight increase
 - General average for crowd and PA would be 62 dbA
 - Worst case peak noise would be 82 dbA to northeast within 500 feet
 - (similar to telephone ring or toilet flush)
 - Elevated noise level times would generally occur from 7 to 10 PM

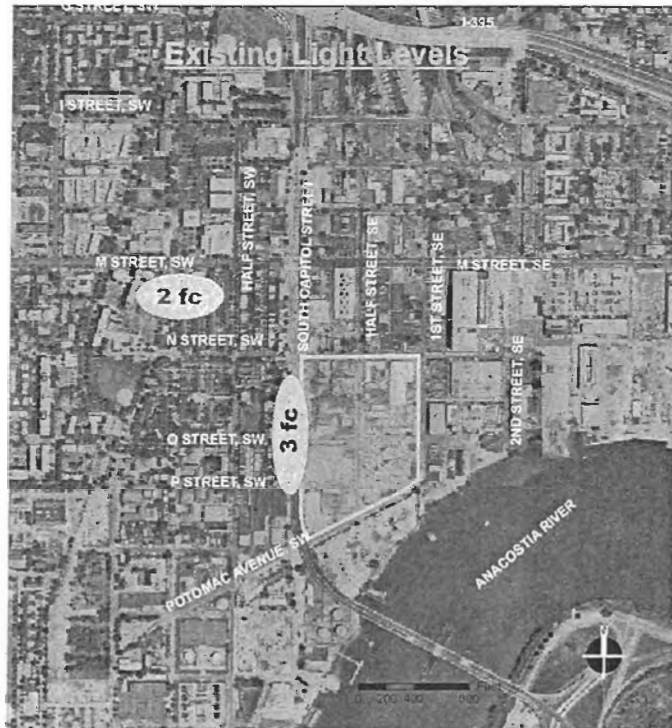


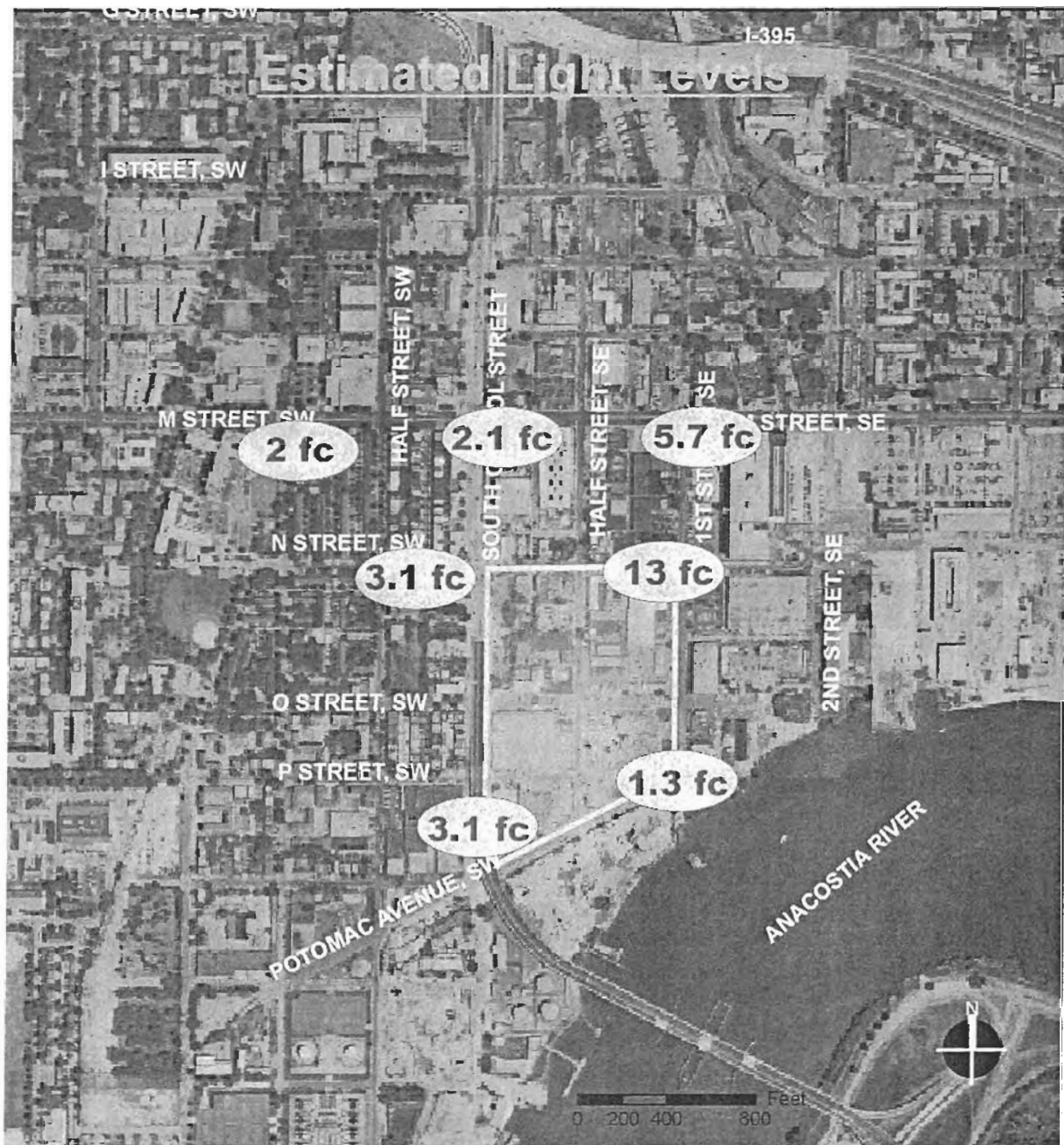


Noise levels are not expected to increase to the west.

Lighting

- Typical light levels are based on intensity measured in foot candles (fc)
 - Exterior lighting for pedestrian security and streets lights at 3 foot candles
 - Playing fields would include high intensity lights directed toward pitching mound at 250 foot candles
- Existing light level in residential area is 2 foot candles
- Existing light level along South Capitol Street is 3 foot candles
- Light spill (horizontal) would likely be the greatest through the open northeast end of the structure (outfield portion of the Ballpark) and reach 5-6 foot candles
- Minimal effects on residential areas to the west at approximately 2-3 foot candles (minimized by existing lighting levels along South Capitol Street of 3 foot candles)
- Sky glow (vertical) would reduce the ability to observe night sky during games





Light levels are not expected to increase to the west.

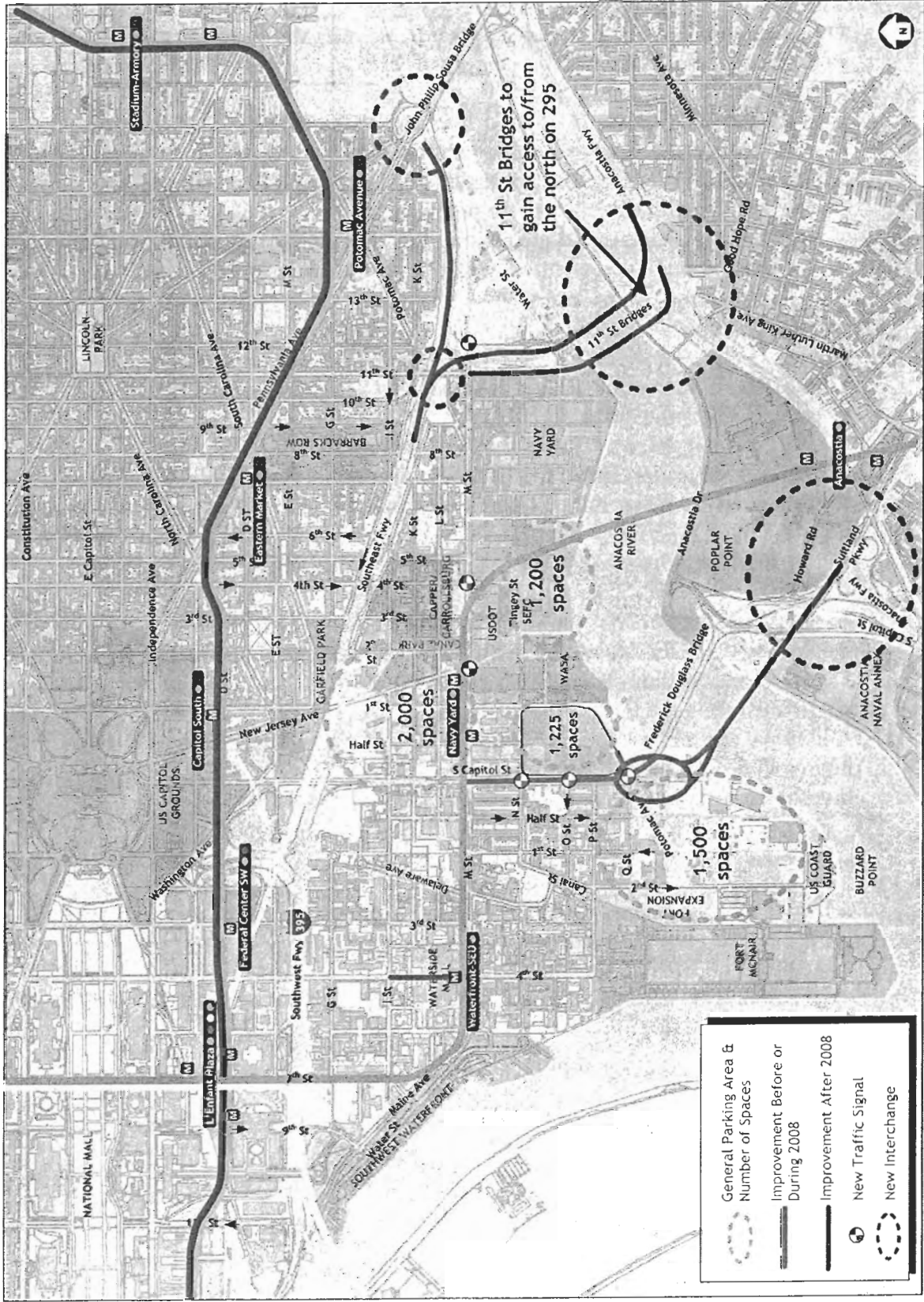
TRANSPORTATION ISSUES

- **Background on Methodology**
 - Mode splits estimated from data on RFK, SBC Park, MCI, and other Ballparks
 - RFK data included WMATA ridership data, surveys of patrons, and parking/attendance data provided by the Nationals
 - Mode splits depend on time of year, day of week, time of game, and attendance
 - 46-52% Transit
 - 35-43% Auto
 - 11-13% Other (mostly walk & charter bus)
 - Mode splits expected to be higher than RFK, but not as high as MCI Center

- **Traffic System**
 - Primary travel routes include I-395, South Capitol Street and M Street
 - Sections of Half, O, and P Streets would be closed (a road closure application has been submitted)
 - Most signals/intersections near Ballpark operate at acceptable conditions, but some major delays are caused by a select number of ‘choke-points’
 - Backups on I-395 in rush hour
 - Signal on southbound South Capitol Street with freeway off-ramps (just north of Eye Street)
 - South Capitol and M Street interchange
 - M Street near the 11th Street Bridges
 - Several major roadway improvements were scheduled prior to Ballpark
 - Prior to opening day (<2008):
 - South Capitol Street to become urban boulevard
 - New traffic signals on M Street associated with USDOT
 - After opening day (2008-2012):
 - 11th Street Bridges reconstructed: will have ‘missing ramps’ to and from northbound I-295
 - South Capitol Street traffic oval and new Frederick Douglass Bridge
 - Woodrow Wilson Bridge expansion to be completed
 - Strategy to accommodate the additional traffic on game days:
 - Use ‘special event’ operations techniques, such as special signal timings before and after games, restricting turning movements at key intersections and stationing of traffic control officers
 - Traffic control officers will prevent ‘blocking-the-box’ and will help pedestrian flow before and after games.
 - Goal of traffic operations is to not create any additional ‘choke-points’ and to try to relieve some congestion from the existing ‘choke-points’
 - Traffic not expected to be pleasant, but with special event operations in place, gridlock can be avoided

- **Parking**
 - On-street parking to be prohibited in residential neighborhoods as at RFK Stadium
 - Peak demand would be 3,850 spaces for weekday game and 4,900 for weekend game
 - The intent of the parking strategy:
 - Provide limited amount of parking as part of the Ballpark (1,225 spaces)
 - Utilize privately owned parking facilities near the site to accommodate remaining demand (including existing or under construction parking garages, and temporary surface lots on land targeted for redevelopment)
 - Areas most likely to provide parking for ballpark patrons include the Southeast Federal Center, areas north of M Street, and the Buzzard Point area

- **Metrorail/Transit/Pedestrian**
 - Nearest rail station to Ballpark site is the Navy Yard Metrorail station on M Street
 - Capitol South (orange/blue lines) is also a 10-15 minute walk away
 - Capacity increases planned by WMATA:
 - By 2008, all green line trains can be 8-car trains
 - Navy Yard station capacity to increase in anticipation of Ballpark demand
 - Rider capacity at Navy Yard to increase from 7,600 to 17,600 riders per hour in peak direction by:
 - adding a set of escalators between the mezzanine and the station platform,
 - adding seven fare gates, and
 - operating the portal as one-way on game days
 - Volume-to-capacity ratio at the Navy Yard Metrorail station would be approximately 35% less than Stadium Armory when patrons depart a sell-out game on a weekday afternoon during the PM peak hour
 - Additional service provided by Capitol South Station and encouraged through improved pedestrian environment
 - Investigating shuttle bus and water taxi service



OTHER ENVIRONMENTAL RESOURCES

- Limited natural resources on site (no vegetation, habitat, wildlife)
- Opportunity to improve stormwater treatment practices (decreasing a source of contamination to the Anacostia River)
- Low levels of soil contaminants expected (heavy metals, volatile organic compounds, and pesticides) and excavation will remediate contaminants
- Due to lack of architectural integrity and historic significance, no on-site structures are eligible for listing in the National Register of Historic Places (there are additional cultural resources in the surrounding area that will not be affected)
- Maximum height would be less than 130 feet

DCSEC COMMUNITY ACTIVITIES

- Completed \$400,000 renovation of Ft. Greble field (new baseball, soccer/football field, scoreboard, stands, fencing)
- Planning \$4.5 million upgrade to Kenilwork-Parkside fields (several multi-use fields for soccer, baseball and football)
- Looking closely at fields near the Ballpark site for future field renovations
- Will dispense \$200,000 through its Community Grant Program in FY 2006

CONCLUSION

- Ballpark would help improve the area and provide economic opportunities
- Ballpark siting responds to quality of life issues (noise, lighting)
- Traffic is and will continue to be a challenge; Game day events will need to be managed
- Residential neighborhoods will be protected
- More planning and design work needs to be done

NEXT STEPS

Nov. 7, 2005	Next public meeting
December 2005	Public meetings on architecture/mitigation
January 2006:	Ballpark Rezoning scheduled
April 2006:	New ballpark groundbreaking scheduled
April 2008:	New ballpark scheduled to begin operation

SEND ADDITIONAL COMMENTS TO:

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